(g) if so, by when these persons are expected to get jobs?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (c) It has been reported by Delhi Administration that vacancies in Government schools are reviewed on monthly basis. Though most of the available vacancies in Government schools have been filled up, the following posts in P.G.T. and T.G.T. categories are lying vacant:—

(d) Vacancies have not been filled up

P.G.T.	94
T.G.T. (Science A) . .	62
T.G.T. (Science B) . .	44
T.G.T. (Gener l) . . .	10

partly due to processes pertaining 10 post fixation and relaxation $_0$f ban orders as also pending court cases.

(e) Interviews have been held talcing into account the vacancies.

(1) and *(S)* Candidates are sponsored by Employment Exchange. Qualified candidates sponsored by Employment Exchange, irrespective of their year of registration, are called fo$_r$ interviews. Year of registration of a candidate is not the criterion for selection.

Hike in fares of Mini Buses

485. SHRI F.M. KHAN: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that th$_e$ fares of mini buses plying between ISBT, Rail way stations and different destinations in Delhi such as ISBT *to* Rama Krishna Puram, New Delhi *via* Dhaula Kuan have been revised; if so, what are the details of the revision made;

(b) what are the reasons therefor;

(c) whether Government are aware of the over-crowding in these buses, refusal I to carry passengers with Jiiggage from slops other than starting point and mis- 1 behaviour of the conductors/drivers of mini-buses especially those plying between ISBT and R.K. Puram *via* Dhaula Kuan;

(d) whether any checking is done by the Regional Transport Authority; De&i to stop these malpractices;

(e) whether mini-buses are allowed to charge for luggage, if so, what are the details thereof; and

(f) if not, what steps Government are taking to effectively check this malprac tice?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAIESH PILOT); (a) Yes, Sir. Delhi Administration have intimated that the fare$_s$ have been revised and made applicable w.e.f. 1-11-1985. As against the earlier flat-fare of 35 paise for initial distance of 7 Kms. & 5 paise for every subsequent Km. the revised rates are a$_s$ under:—

(i) upto 5 kms. . . .	50 P.
(ii) above 5 kms and upto 10 kms.	75
(iii) above 10 kms and upto 20 kms. . . .	Re 1·00
(iv) above 20 kms. .	Rs. 1·50

(b) The last fixation of raes was done in 1970. Keeping in view the increase in operational costs, the fare$_s$ have been revised.

(c) and (d) General complaints of this nature have been received by Delhi Administration who have stated that prosecutions are launched against t&e erring operators/conductors/drivers on receipt of specific complaints. The enforcement staff of Directorate of Transport, Delhi Administration also carries out checks *to* curb such malpractices.

(e) No separate fare for luggage has been prescribed by the S.T.A. of Delhi Administration.

(f) Tbe permit conditions including the tariff rates are fully brought t_0 the notice of operators and they are instructed to strictly adhere to these conditions as also the tariff rates. During the course of checks by the enforcement staff of the S.T.A., the permits of bus operators found t_0 b_e indulging in any malpractice, including charging $extr_a$ fare for luggage are suspended|cancelled.

Rail traffic in Shahganj-Ballia sector

486. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that fne rail traffic has increased considerably in the Shahganj-Ballia sector in U.P.;

(b) whether Government propose to convert the Shahganj-Ballia Railway line from narrow gauge to broad gauge; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The variation in rail traffic on Sha'hganj-Ballia Metre Gauge section on North Eastern Railway during last five years has been ma'ginal.

(b) and (c) There is no proposal *tot* taking up gauge conversion of Shahganj-Mau Jn. and Phephna-Ballia Metre Gauge sections to Broad Gauge at present. The Mati Jn.-Indara section is already covered in the Varanasi-Bhatni gauge conversion project, which is in progress, A survey for conversion of Phephna-Indara Metre Gauge Une is [m] progress to determine its cost and financial viability etc.

बॉक्स "एन" टाइप वैगनों के द्वारा कोयले की ढुलाई

487. **श्री मीर्जा इर्शादबेग** : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बाक्स-"एन" टाईप के वैगनों द्वारा थर्मल पावर स्टेशनों के लिए कोयले के परिवहन में 15 से 18 प्रतिशत घाटा आता है;

(ख) मजदूरों और टोपलरों द्वारा बाक्स "एन" वैगनों से माल खाली करने के लिए सीमा के सम्बन्ध में क्या नियम है;

(ग) क्या यह सच है कि इस आशय की मागें की गयी है कि कोयला ले जाने के लिए 55 टन भार की क्षमता बहुत अधिक है और इसे बदला जाना चाहिए; और

(घ) इस सम्बन्ध में क्या निर्णय लिए जाने की सम्भावना है और कब तक?

रेल विभाग में राज्य मंत्री (श्री माधव राव सिन्धिया): (क) रेलों पर ऐसा कोई घाटा नहीं है ।

(ख) 45 अथवा अधिक बाक्स "एन" वैगनों के रेक को खाली करने का निशुल्क समय, मानव परिचालन के मामले में 11 घन्टे तथा यांत्रिक परिचालन के मामले में 10 घन्टे है ।

(ग) कतिय रेल उपयोगकर्ताओं में इस आशय के कुछ अभ्यावेदन प्राप्त हुए है कि बाक्स "एन" टाइप के माल डिब्बों में उनकी अंकित ढुलाई क्षमता तक कोयले का लदान करना सम्भव नहीं है ।

(घ) बाक्स "एन" माल डिब्बों में लादे गए स्लैक कोयला तथा भाप कोयला के प्रभार के लिए क्रमश: 55 टन तथा 54 टन के स्तर तक घटाया गया न्यूनतम वजन, दक्षिण पूर्व रेलवे पर कोयला-क्षेत्रों से लादे जाने वाले कोयले पर 1-12-1983 से लागू है । यह निश्चित करने के लिए कि क्या प्रभार के लिए वर्तमान न्यूनतम भार में कोई और कमी-बेशी करने की आवश्यकता है, आगे और भारी परीक्षण किए जा रहे है ।

Loans to shipping companies

488. SHRI M.S. GURUPADASWAMY. Will the Minister $_0$f TRANSPORT he pleased to state:

(a) whether it is a fact that a number of shipping companies which have taken